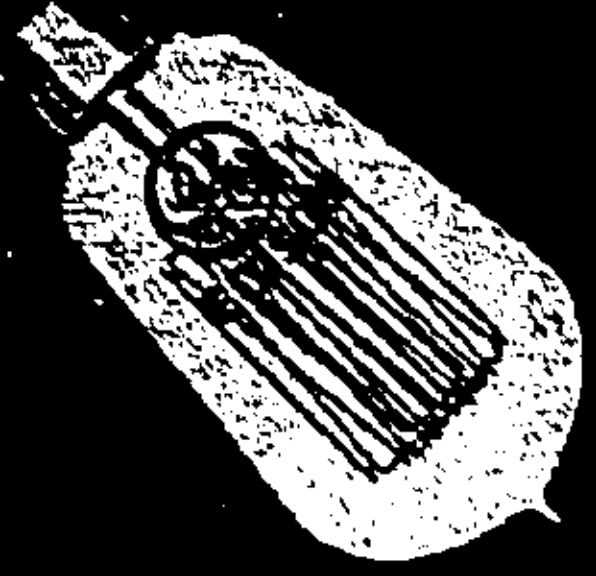


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# The Hongkong Telegraph.

(ESTABLISHED 1861)

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TUESDAY, SEPTEMBER 9, 1919.

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## REUTER'S TELEGRAMS.

### REPUBLICAN SPIRIT OF GERMAN TROOPS.

MITAU TO BE INDEPENDENT OF GERMANY.

Stockholm, September 7.  
A message from Helsingfors states that the German troops in Mitau, numbering 40,000, have decided to form a republic independent of Germany.  
It is believed that 60,000 troops on the East Prussian frontier will join them.

### ANOTHER BRITISH DESTROYER MINED.

Helsingfors, September 7.

The British destroyer S19 struck a Russian mine near Heitskaer. It is feared that 20 hands have been drowned.

London, September 7.

The Admiralty, reporting on the loss of a destroyer in the Baltic, says the Verulam and not the S19 was sunk by a mine. Sixteen officers and members of the crew are missing.

### THE FIGHTING IN RUSSIA.

London, September 8.

Reuter's correspondent at Odessa, in an undated message, says the capture of Tamboff with only twenty casualties by General Kamontoff, the famous Cossack leader and master of Foxhounds, threatens to cut off the Bolshevik thrust at the junction of the Cossack and Volunteer Armies which have reached Valinki. The Bolshevik concentration against General Denikin is now driving back Wrangel along the Volga. General Kamontoff, organising a division from the Bolsheviks, captured Tamboff.

### BRITISH GUIANA AND INDIAN EMIGRATION.

London, September 8.

It is understood that a section of the British Guiana Colonisation Deputation will proceed to India in the Autumn to discuss the possibility of resumption of emigration on a free basis to British Guiana.

### THE SILVER MARKET.

London, September 8.

Silver is quoted at 60 3/4d. for forward and 58 1/4d. for ready. The market is quiet.

### RAILWAY ACCIDENT IN INDIA.

#### EIGHTEEN LIVES LOST.

Simla, September 7.

A train was derailed by a landslide near Rawalpindi. Four Europeans and fourteen Indians were killed and three Europeans and 40 Indians were injured and admitted to hospital.

### ALLIED TROUBLES WITH GERMANS IN THE BALTIC.

#### WHY VON DER GOLTZ WENT TO MITAU.

Berlin, September 7.

The Note to the Entente regrets that the evacuation of the Baltic regions was stopped owing to the insubordination of the German troops in Courland.

It states that Von der Goltz was sent to Mitau solely to persuade the troops to be reasonable.

### AUSTRIAN TREATY TO BE SIGNED TO-MORROW.

Paris, September 7.

The Austrian treaty will be signed on the 10th inst. at St. Germain.

### RUMANIA AND THE AUSTRIAN TREATY.

Paris, September 7.

It is understood that the Rumanian Delegation is prepared to sign the Austrian Treaty, subject to certain reservations.

### BATTLE OF MARNE ANNIVERSARY.

Meaux, September 7.

The anniversary of the Battle of the Marne was celebrated with solemn services and processions at the exact spot where the German tide of invasion was stemmed. A representative of President Poincare delivered a speech paying a tribute to the splendid doggedness of the British, who, attacking, paralysed the German manoeuvre which was intended to overwhelm the French.

### ALLIED WARSHIPS AT HAMBURG.

Berlin, September 7.

The British cruiser Coventry, the destroyer Somme and an American cruiser have arrived at Hamburg.

### GERMAN NEWSPAPER SUSPENDED.

Bologna, September 7.

Herr Noeke has suspended the Deutsche Zeitung on account of its publishing an article saying the Government had betrayed the troops.

## REUTER'S TELEGRAMS.

### TROOPS ATTACKED IN IRELAND.

WHILST ON THE WAY TO CHURCH.

London, September 8.

Seventeen Shropshires in charge of a Corporal were going to church at Fernoy yesterday morning, carrying rifles but no ammunition, when they were attacked near the church by a dozen men, jumping out of motor-cars and using revolvers and clubs.

The first volley killed a soldier and wounded three others, one dangerously. The other soldiers were badly injured by bludgeons. The assailants secured most of the rifles and drove off towards Waterford.

The Police and Military, in armoured cars and motor-lorries, scoured the country all day long. The result is not known.

## TO-DAY'S CHINESE TELEGRAMS.

### THE TIBETAN QUESTION.

Peking, September 8.

The Tibetan question has been repeatedly negotiated between Sir John Jordan, Kung Sum-chen, the Premier and Chan Luk, the Minister of Foreign Affairs, but so far no definite decision has been arrived at. Sir John Jordan called on the President on the 4th and had a long conversation on the matter. The President has declared that public opinion nowadays cannot be forcibly suppressed; therefore, no result has accrued from the interview. It is reported that the British Minister will soon return Home, and the matter will probably be suspended for some time.

### THE AUSTRIAN TREATY.

Peking, September 8.

A telegram from the delegates in Paris states that they have strongly protested at the alteration of the Austrian Treaty, which has been sent back to Vienna.

### THE CUSTOMS SURPLUS.

Peking, September 8.

At a meeting in the British Legation, the Diplomatic Corp agreed to hand over the surplus of the Maritime Customs duty to China and a notification has been sent to the Foreign Department to this effect.

## SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

### JAPANESE FLAGSHIP LEAVES SINGAPORE.

Singapore, September 8.

The Japanese flagship Iwate, under the command of Vice-Admiral Chiyro Chisaka, has left Singapore for the East.

## SHIPPING ITEMS.

The Jason, a British vessel, arrived yesterday from New York with no cargo on board. Her agents are Messrs. Butterfield and Swire.

The Yuensang from Manila delivered yesterday 1,170 tons of sugar.

On her voyage to Kwang Chau Wan, the s.s. Hok Canton passed between Tien Pak and Kwang Chau Wan, two dead Chinese bodies and several batches of junk wreckage.

The Wu Sun brought in yesterday afternoon 90 tons of general cargo from Kwang Chau Wan.

From Hoihow, the s.s. Chuen On, a Chinese vessel, discharged here 200 pigs and 21 bullocks together with 1,395 packages.

From Weihawei, the s.s. Tong Lee came in, with 1,700 tons of cargo.

Over a thousand tons of coal were consigned to this port by the Kairin Maru.

The s.s. Hokuto Maru from Samarang brought here 3,339 tons of sugar. Her agents are Messrs. Dodwell and Co.

The Burma Maru from Yokohama had on board 587 tons of through cargo and 955 tons of cotton goods, etc. for Hongkong. She met with a typhoon near Kyushu, Japan. She brought 19 bags of mails. She is an O.S.K. boat.

The s.s. Hoto Maru from Keelung delivered here yesterday 1,100 tons of coal.

The Arakon Apar is leaving to-morrow with a large number of Indian troops for Calcutta.

## THE MACAO COUNCIL.

### TWO CHINESE APPOINTED.

The new Governor of Macao holds the view that no Government monopolists or persons ignorant of the Portuguese language should be appointed as members of the Council.

In accordance with this policy under the strong recommendation of the community, Mr. Pedro Leung Hing-ku and his brother, Mr. Agostinho Leung Hing-ku, have been appointed members of the Council. Should the former (a merchant in Hongkong) be absent from Macao, the latter will take his place. Both of these gentlemen are quite popular both in Macao and in Hongkong.

## FERRY FARES.

### NO CHANGE GIVEN.

The following notice is posted, adjacent to the booking offices of the Star Ferry Company, Ltd.—  
“The Star Ferry Company, Ltd. does not undertake to give change. A money changer's office is adjacent to this office and prospective passengers can obtain change there at current rates.”

## TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 6:10 p.m. yesterday:—Typhoon S.W. of Guam, moving W. or W.N.W.

## OUR MANILA LETTER.

(From Our Own Correspondent.)

Manila, Sept. 5.

The rice situation in Manila and the Philippines appears to grow worse from day to day. Within the last few days it has been difficult for residents of Manila to secure rice, even a daily supply, while reports from the provinces indicate that disturbances have already occurred in some districts. In Liloan, Leyte, a mob set fire to several Chinese rice stores causing damage to the extent of 25,000 pesos, according to advices received by the Chinese Consul General who has lodged a complaint with the Governor General.

The scarcity of rice in Manila, as well as in the provinces, is said to be due to the fact that retail dealers are refusing to stock with rice since the schedule of prices fixed by the Government does not allow them a margin of profit. The Chinese wholesale dealers are ready to dispose of their stocks, but for several days even the Government Bureau of Supply was without rice with which to supply Government market places.

Annet the rice situation charges are being made outside of Government circles that large native rice growers of Central Luzon are holding big stocks of paddy, or unmilled rice, which they refuse to sell to the government at 7.50 pesos a cavan. Thus there is a scarcity of paddy at the mills. Another factor in the general situation has been the interruption to transportation, especially on the railroad, due to the typhoons and floods. Every effort is being made to restore communication with the rice producing sections where quantity of stocks are stored. From Holo and Samar in the Visayan Islands come reports of serious rice shortage as well as from certain parts of Luzon.

The whole question of the food situation is being placed before Governor General Harrison who has just returned to the Philippines from an 8-months' vacation, for his careful study, and confidence is expressed that he will be able to draft a remedy to secure at least the proper distribution of the available stocks, and

to prevent hoarding. Advice has been received that there is no rice available for shipment from India.

Quick action toward starting construction on the new Government pier in Manila Bay, and toward improving the conditions on the present pier, is expected on the part of the Insular authorities as the result of instructions said to have been received from the Bureau of Insular Affairs insisting upon the better handling of cargo at this port. It is learned that representatives of the U.S. Shipping Board here have taken the initiative in presenting the shipping situation here up to Washington officials, when the Insular Government failed to take the steps to improve conditions which the shipping men thought absolutely necessary. The slowness in which cargo is moved at the piers is said to be a big cause for complaint, the condition being due to lack of facilities for handling freight, to labour conditions, and to Government regulations effective for all ships tying up at the piers. It is expected that the Insular authorities will take prompt measures to correct such conditions as may be remedied at once, while the Bureau of Public Works will undoubtedly rush the construction of Pier 7.

Patricio Coloma of Tacloban, Leyte, a traveling deputy of the Insular Treasury, is under arrest for alleged peculation of funds amount to 50,000 pesos. Coloma attempted to make his escape on the s.s. Venezuela, but was frustrated by Customs authorities who discovered a suit case full of currency in his possession, as well as a revolver. The case was reported to the Secret Service officials and Coloma's arrest resulted. The facts are being investigated by the Fiscal pending an arraignment in Court.

Col. H. B. McCoy will be in charge of raising the Philippine quota for \$85,000,000 which is being subscribed in the United States for the erection of a memorial to the late Theodore Roosevelt.

Mr. Julian Arnold, Commercial Attaché to the American Embassy at Peking, is a Manila visitor and has addressed the Rotary Club and the Manila Merchants' Association on business conditions in China.

## TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand to-day was 4 1/2-11-18d.

## THE WEATHER.

Forecast—Fair. Barometer—29.77. Temperature 2 p.m.—87. Humidity 2 p.m.—74.

## MACAO COINAGE DIFFICULTY.

### CHINESE BANKERS STOP BUSINESS.

We hear that the Chinese bankers at Macao became quite alarmed and decided to stop business on seeing an official notice, issued on Wednesday, to the effect that any person who refuses to accept the lawful Portuguese banknotes, according to face value, will be considered as a criminal offender, and liable to a fine of nine times the amount he had refused to accept. Police officers subsequently went to explain to them that the notice was only meant for general tradesmen and was only in regard to Portuguese notes while other notes they can discount according to the market value, but they were required to report their business every month to the Police and also open the current account books to authorized inspectors at any time for inspection. The bankers are still hesitating to continue business and intend to request the members of Chamber of Commerce to see the Governor about the matter.

Many shopkeepers have been threatened with arrest on refusing to give 95 cents change when selling five cents worth of goods, on presentation of a dollar note. When they have gone to request permits from the Police to enable them to change subsidiary coins from the Bank, they have had to wait a long time and have been subjected to many questions before permits to change a few dollars could be secured. It is feared that business of Macao will go from bad to worse if such procedure is persisted in.

Most of the vegetable hawkers from the villages outside of Macao have been prevented by the guards at the gate between Macao and Chinsan from bringing back their money, even in Chinese subsidiary coins; therefore they dare not continue business, and vegetables have become very dear.

### MR. LONG FAVOURS PARTY SYSTEM.

Speaking at Trowbridge recently, Mr. Walter Long said some people advised that the party system was dead and ought not to be revived. He thought that was mere nonsense. Without a party there would be no organization and no enthusiasm, and he believed that politics, instead of being interesting and engrossing, would become exactly the reverse. He had had the privilege of serving under the Prime Minister, and he could say that the Empire and the Allies owed an immense debt of gratitude to Mr. Lloyd George. He believed that the solution of the present legislative system was the adoption of a federal system.

## DON'T FORGET.

### TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.  
Victoria Theatre—9.15 p.m.

### TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.  
Victoria Theatre—9.15 p.m.

## AT THE FANCY DRESS BALL.



From "Fragments"

"Why the clouded brow, old son?"

"Well, I paid ten guineas for this costume of Kingst, the Viking, and everybody calls me OXO!"







## GENERAL NEWS.

**BRIGADIER GENERAL CASSON.**  
Brigadier-General H. G. Casson, O. B. C. M. G., who has been given that rank whilst attached to a headquarters unit, was Lieutenant-colonel commanding the 2nd Battalion South Wales Borderers at Tientsin, North China, when the great war broke out. He commanded the battalion in the operations which led to the fall of the German stronghold at Tsingtao, and subsequently served in Gallipoli and elsewhere. He was mentioned in despatches five times, promoted brevet-colonel and given the decorations appended to his name.

**AIRMAN'S ERROR OF JUDGMENT.**  
Commenting on the evidence given at the inquest on the three members of the Royal Air Force who were killed at Hendon aerodrome, the coroner remarked that the machine was in perfect order, and that it was evident that there must have been some error of judgment. Unfortunately, he remarked, errors of judgment, however slight, very often had terrible results when flying, as in this case. The margin of error was not very great. Major Mounsey, one of the witnesses said that Lieutenant R. C. Cain, the pilot, had won the Distinguished Flying Cross for his services in Italy. The verdict was accidental death.

**£3,400 FOR MOTOR-CAR.**  
Three thousand two hundred and fifty guineas were paid recently for a Rolls-Royce car, auctioned at Olympia with other motor vehicles belonging to the Government. This is more than double its cost, when new, four or five years ago. Other Rolls-Royce cars sold for 3,050 guineas and 2,100 guineas, while 2,150 guineas were paid for one chassis, and 1,325 guineas for another. There was some amusement after the last-mentioned sale. The chassis had been driven up in front of the auctioneer's stand, and the engine was stopped while the bidding was going on. The mechanic was unable to start it again, and it was pushed out of the way while the auctioneer explained to the purchaser that there must be a screw loose somewhere. Among other vehicles profitably disposed of for the benefit of the taxpayer were five three-ton Stevens petrol electric lorries to one buyer at 1,150 guineas apiece, after the bidding had opened at the modest price of 400. 270,000 was the total realised at the sale.

**SCUTTLED SHIPS RAISED.**  
Of the 45 German ships of war scuttled by their crews at Scapa Flow, one battleship, three light cruisers, and 15 destroyers have been salvaged. The statement was made in the House of Commons recently by Mr. Walter Long, First Lord of the Admiralty, in reply to Viscount Curzon. The First Lord added that operations on three more destroyers were proceeding, but no further steps had been taken in regard to the remainder of the ships and destroyers. It was not proposed to hold a Court of Inquiry. No decision had been taken by the Peace Conference at Paris regarding the fate of the salvaged ships, nor of the ex-German vessel, Goeben, said Mr. Bonar Law in reply to a further question. He also informed Mr. Renwick that the Government would never agree to spend a long time in the repair of these ships, as they would take into account the fact that there was an enormous amount of repairs needed for our merchant ships, and that was more important than the repair of ships of war.

**NOISY RELIGIOUS RITES.**  
A curious rite, said to be Jewish, was mentioned in Shoreditch County Court recently, when an application was made for the possession of a house in Colvestone-crescent, Dalston. Applicant said that every Saturday night the defendant carried out the rite, which consisted of making a loud noise of shouting, dancing and stamping until early Sunday morning. He slaughtered fowls in his bedroom (besmearing the walls with blood) and washed clothes, the water trickling through the floor on to applicant's bed in the room below. Further evidence was given that the rite required a banquet from midnight to 2 o'clock in the morning, in order to drive the evil spirit, Asmodeus, into the ground. There was plenty of noise, in which usually seven or relatives joined with the defendant. It was a legend connected with the Queen of Sheba and King Solomon. Defendant said he was obliged to perform the rites because he was a Jew. The judge said, as the slaughtering of fowls had stopped for some time, he would make no order for possession, allowed the defendant his costs.

## NOTICES



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Prescriptions accurately fitted.

## EARLIER TELEGRAMS.

## MORE STRIKES.

Paris, Sept. 7.  
The "folded arms" strike of musicians at two music halls on Friday led the managers on Saturday to declare a lockout at all concerts, music halls and cinemas. The question of a lockout at theatres was postponed to Sept. 8, but three theatres closed last evening. The executive of the workers has announced its intention of organising free performances in the open air in co-operation with the leading artists and orchestras in order that Parisians shall not be deprived of amusements.

New York, Sept. 7.  
The actors' strike, which resulted in the closing of two hundred theatres here and elsewhere since August 6, has ended with an agreement which is claimed to be a complete victory for the Actors' Equity Association. The theatres are reopening.

Marseilles, Sept. 7.  
Three thousand dockers have resumed, but nine thousand are still out.

## THE PRINCE'S TOURS.

London, Sept. 7.  
The "National News" is informed that nothing is known at the Colonial Office, or among the Royal entourage bearing out the Australian report that the Prince of Wales is visiting Australia next spring. On the contrary it is considered most unlikely. There is good reason to believe that he will go to India before Australia. It is anticipated that His Majesty will shortly direct the issue of an official statement on the subject.

## FIRST BATTLE OF THE MARNE.

New York, Sept. 6.  
On the occasion of the Franco-American celebration of the fifth anniversary of the first Battle of the Marne, the Prince of Wales telegraphed: "I am proud to be asked to associate myself with your celebration. The British Empire will never forget its debt to France for the immortal victory of the Marne." Greetings were also received from Earl Haig, Earl Beatty, Mr. Balfour and others.

## FRANCE'S TRIBUTE TO AMERICA.

Leverdon (Gironde), Sept. 7.  
M. Poincaré laid the first stone of a granite monument two hundred feet high at the mouth of the Gironde, commemorating American intervention. Eloquent speeches were made by the American Ambassador and M. Poincaré.

## Prepaid Advertisements.

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**FOR SALE.**—Racing yacht "ROLLA" of the Handicap Class. Winner of Commodore's Cup last year and second in Championship. Apply to P.C. Potts, 11 Queen's Road, Central.  
Hongkong, 4th September, 1919.

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## GADBURY'S CHOCOLATES

COLONIAL DISPENSARY  
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## EARLIER TELEGRAMS.

## THE AUSTRIAN TREATY.

Copenhagen, Sept. 7.  
A Vienna message says the National Assembly unanimously passed a resolution protesting against the violation by the Peace Terms of German-Austria's right of self-determination, and by 97 to 23 charged Dr. Renner to sign the Treaty.

## ITALIAN WOMEN VOTERS.

Rome, Sept. 7.  
In the Chamber the Premier announced that 11,000,000 women will have votes under the new law, outnumbering the males.

## BELGIUM PUNISHES A TRAITOR.

Brussels, Sept. 7.  
The Court of Assizes has condemned to death Borms, the National Defence Delegate to the Council of Flanders, established by the Germans during their occupation as part of the machinery for splitting Belgium in two.

## FLYING TO INDIA.

St. Raphael, Sept. 7.  
Major Halse has arrived from London. He flew the last stage from Lyons in 2½ hours. He continues his flight to Egypt and India.

## SIR EDMUND ALLENBY'S VISIT.

Cairo, Sept. 4.  
Sir Edmund Allenby has started for England.

## HOME CRICKET.

London, Sept. 6.  
The Players beat the Gentlemen by an innings and 110 at Scarborough.

## NOTICES

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Business correspondence should be sent to the Manager.

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## The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 9, 1919.

## GERMAN SHUFFLING.

If evidence were needed of the shiftiness and trickery of the Germans it can be found in abundance in the manner in which they are seeking to evade important points of the Peace Treaty. A few days ago it was announced that the Entente had found it necessary to address a sharp Note to the Germans because the latter, in their new Constitution, had made arrangements for the representation of the Austrians on the Imperial Council, which step was a distinct contravention of the Peace Treaty. We now have the German reply to the Allied Note, and this is a typical piece of German bluff. It states that the new Constitution merely "provides for the possibility" of a union with Austria and is therefore not a direct infringement of the peace terms. Thus the Germans arrive at the conclusion that an amendment of the Constitution is not necessary, as Germany is willing that the clause to which the Allies take exception shall remain without force. This means that Germany expects the Allies to agree to the inclusion of a resented clause in the Constitution, and to take the word of the Germans that its terms will not be put into operation. It is as if a criminal were brought before the Court for being in possession of burglarious instruments and then urged that he be allowed to retain them because he had not been caught using them, although he contemplated doing so in the future. For colossal cheek and impudence, this German viewpoint will take some beating. But it does not end here. The Allies have threatened that if the objectionable clause is not cancelled, they will be compelled to occupy further parts of the Rhine territory. This demand the Germans have the effrontery to describe as "a regrettable act of violence." From the use of such a phrase, one might almost imagine that the Germans were the aggrieved party, such an attitude of injured innocence do they take up. The common-sense way of looking at the matter never occurs to them—that they are doing something which they are expressly forbidden to do by the peace terms, and that the Allies are merely requiring them to bring their actions into line with their plighted word. The Germans are told that they are expected to carry out their promises, and that if they do not do so, the Allies will make the terms a little harder to bear. Where is the "act of violence" in that? If the Germans had been the victors and the Allies had broken faith with them, would they sit still and say nothing? Of course they would not. We even doubt if they would have given the defeated nations any warning at all; rather more likely it is that they would have at once sized the opening and straightway added to the harshness of the peace terms. There is another instance of characteristic German methods in what is transpiring in the Baltic Provinces. Here, in spite of the peace terms, the German troops have been extremely active. A message to hand a couple of days ago showed that General Von der Goltz showed no signs of a cessation of his activities but was continuing his insolent disregard of the Allies' wishes, whilst German landowners were following his example. What has Germany to say of these happenings? She says that the evacuation of the Baltic regions has been stopped owing to the insubordination of German troops in Courland and that Von der Goltz has been sent to Mitau merely to persuade the troops to be reasonable! The statement needs to be taken with a grain of salt. Von der Goltz' idea of "reasonable" action appears to be the flouting of the Allied requirements. Judging from the two instances with which we have dealt, the Germans seem to think that the Allies are a lot of simpletons, and that they can be deceived with the slightest of excuses. They will learn better in course of time. The Allies have no misconceptions as to the German attitude towards the peace terms. They know that Germany will seek every possible means of escaping the full demands of the Entente. But we have no doubt that all these schemings of the German Government to the very end.

## NOTES &amp; COMMENTS.

## CHINESE AND TENNIS.

That was an interesting comment on Chinese ambitions at lawn tennis by a son of Sir Bosham Wei Yuk which recently appeared in the London *Daily Sketch* and which we reproduced in our issue of Saturday. It is true, as Mr. Wei says, that in South China lawn tennis has easily become the most popular outdoor amusement. But the speaker was a little too modest, we think, in saying that the Chinese are at present children at the game, compared with the English. That may be so as far as first-class tennis goes, but the marvellous progress which the Chinese have made in the past few years shows that they have a marked aptitude for the game. Ten years ago, it would have sounded like a wild prognostication to forecast that within a decade the Hongkong championships in singles and League contests would be held by Chinese, but that is the situation to-day. Mr. Wei says that the British may one day have to go to Peking to win the Davis Cup. That is quite probable. To-day the Chinese are real enthusiasts at the game. They will improve as time goes on, and the day cannot be far distant when they will be taking a prominent place in international contests.

## SIR CHARLES ELIOT.

Hongkong has a peculiar interest in the appointment of the new British Ambassador to Japan, for Sir Charles Eliot, who is to fill the post, has been head of the Hongkong University since 1912. There are many who hold the view that Sir Charles made a mistake in leaving diplomacy for scholastic work, but that, after all, is a man's own affair. Sir Charles has seen many parts of the world in the course of his career in diplomatic life. He has served in St. Petersburg, Constantinople, Morocco, Washington, Samoa and British East Africa. In 1904, he resigned his post in the latter place and the following year became Vice-Chancellor of Sheffield University, which position he held until he came to Hongkong. It is common knowledge now that of recent years he has been keenly interesting himself in Far Eastern affairs, and the first indication that he might again turn to the diplomatic service came when he was recently sent to Siberia, where he had been doing very important work. Now he goes to Japan, where duties of the highest importance will devolve upon him. His many friends in Hongkong will follow his future career with the deepest interest.

## THE RUSSIAN PUZZLE.

It is extremely difficult to gauge the situation in Russia at the present moment, and to ascertain what is really happening, especially in regard to the British attitude towards the Kolchak Government. News which has reached us from Vladivostok says that the Hongkong and Shanghai Bank will not accept Kolchak Government money, although the British are supporting that Government. It would almost seem that we are sitting on the fence, for whilst we are giving arms and ammunition to the Kolchak brigade and are lending officers and men to train their conscripts, at the same time we do not officially recognise the Government, and therefore their money is not official currency. The Romanoff and Kerensky money is much more valuable than that originating from Omsk. As to what should be done in all the circumstances, it is difficult to say. A correspondent writes to us saying that all fighting should cease, educational and technical schools should be built and factories erected to develop the unlimited resources of the country. But who is to govern? He suggests that the extreme Bolsheviks should be guillotined, as also should the extremely haughty autocrats; then the remaining upper classes should become the bourgeoisie, to be the leaders of an enlightened proletariat! But he queries whether the unhappy Russians will ever become enlightened—they never will by the sword, he avers. "They are all very animal, very close to nature; a curious mixture of sadness and gaiety; and are very outspoken." What can be done with them? That is a question which is puzzling the best brains of the world to-day.

## BIG PROPERTY DEAL.

We learn that the Humphreys Estate and Finance Company has sold Marine Lots 266 and 267, West Point, to a Chinese syndicate for \$431,500.

## DAY-BY-DAY.

WHEN COMPROMISE BROADENS, INTELLECT AND CONSCIENCE ARE THRUST INTO NARROWER ROOMS.

The Parasol New Year Day falls on the 11th instant.

Bangkok has declared Hongkong to be released from quarantine.

The Rev. J. Kirk Macdonald's sermon is held over until tomorrow.

To-day, according to the Chinese calendar, is the festival of Pailu, or "White Dew."

The baby's shawl raffled by Mrs. Nicholls, in aid of the Ministering League funds, has been won by Ticket No. 50.

The Harbour Master of Hongkong issues the following—A derelict junk was reported as being in Lat. 18° 15' N., Long. 111° 46' E. on August 30th; forming a danger to Navigation.

Besides the cases of gastro-enteritis referred to elsewhere, during last week there were nine cases of enteric fever and six of cholera notified in Hongkong. Five of each ended fatally.

The Royal Hongkong Golf Club Championship is to be played on the big course at Fanling next month. Early next month also, a competition for a silver cup is to take place. See advt.

The Chinese Recreation Club is holding an "at Home" at its Club premises on Saturday at 4 p.m. There will be a tennis match Champions v. The Rest, and later Mrs. B. Wong Tapa will distribute the prizes.

A Chinese woman living at 492, Queen's Road West, was prosecuted to-day for keeping a dog which was given to her as a present by one of her friends. The defendant was fined \$5 by Mr. Lindell.

The master of a cargo-boat with 240 piculs of rice aboard reports that while his boat was lying off Mirs Bay on Saturday afternoon, six men, armed with revolvers and rifles, attacked the junk and stole a quantity of rice valued at \$452.96.

The Hongkong Tramway company's receipts for the week ended September 6, totalled \$15,430 which is \$119 below the same week last year. For the 36 weeks of the year, the takings total \$529,470 which represents an advance of \$36,100 over the same period in 1918.

A Chinese woman who was charged to-day with unlawful possession of 500 rounds of ammunition. A Chinese constable said he saw the defendant walking along Spring Garden Lane, carrying a box. He went up and searched it and found the ammunition in it. She said she was carrying the box on behalf of a man. Mr. R. E. Lindell fined her \$250, or three months' imprisonment.

Three men were charged before Mr. N. L. Smith to-day, with unlawful possession of a dagger and a revolver. A Chinese constable gave evidence, that on the 5th at 2.30 p.m. he was on duty at Morrison Hill with some other police, when he saw four men going up the hill. He went up to them when the second defendant drew a revolver, and so he started to pull out his own. Defendant started to run down the hill, fell and rolled down. He was then arrested. Mr. N. L. Smith sentenced the first two defendants to 12 months' hard labour, and the third defendant was discharged.

ENTERITIS MORTALITY.  
—o—  
STILL MOUNTING.

The disease known as gastro-enteritis still continues to take a heavy toll among the poorer Chinese, there being no marked abatement of the epidemic, notwithstanding the abolition of congee kitchens.

The following tabulated statement is instructive, and shows at a glance the growing seriousness of the disease—

Week Ending	Cases	Deaths
August 16	15	11
August 23	5	5
August 30	117	64
September 6	112	83

For the 48 hours ending yesterday, there were 15 further cases of gastro-enteritis, of which 9 were fatal, all the victims being of Chinese race.

## AN ISLANDER'S DIARY.

[BY "AJAX"]

The week has witnessed the breaking of a few lances on the reasonableness of the claim of Kowloon to be represented on the Hongkong Legislative Council. It has been contended that the interests of Kowloon are well protected by Mr. Kemp, who is a Kowloon resident. This is confusing the issue. Mr. Kemp, as Attorney-General, can have no time to advocate the needs of the Peninsula. Kowloon is growing daily and in a few years' time its importance will surprise us. The present constitution of the Legislative Council satisfies no one. What earthly right have Justices of the Peace to any representation on the Council? Why not fire the representative of the Justices of the Peace out and have instead a Kowloon member? Communal representation in Hongkong should be dropped as apparently no one wants it. Why not some form of proportional representation to avoid a landslide for one or other community? The protest against dumping the Justices of the Peace on the Legislative Council has been unavailing. This persistence in an obvious error is to be regretted; it is not firmness, but rather obstinacy. The present movement to get Kowloon represented on the Council has its origin in the gross oversight by the Hongkong Government of Kowloon's needs. Delay in executing schemes for the betterment of the Peninsula and its inhabitants has wounded Kowloon's amour propre and will even throw her into the arms of the agitator and revolutionary! It must be conceded by any right-thinking person that Kowloon's claims to a representative on the Legislative Council are sound, and there is no reason why success should not crown this agitation.

The need for legislation in Hongkong on the lines of the United Kingdom Registration of Business Names Act is daily emphasised by the number of Chinese-managed companies that assume high-sounding English names. The assumption by the Chinese of European names and titles for trading purposes is largely, if not wholly, caused by the anticipation that such assumed names will, by inspiring greater confidence, increase business and ensure an extended credit in wholesale transactions. This practice is bad in principle and productive of harm and prejudice to the interests of honest British traders. Therefore, an Act on similar lines to the English Act is very necessary in the Colony in order to check effectively the practice resorted to by Chinese and others of adopting European names and titles for business purposes, thereby not only deceiving merchants at Home and in America and also the public as to the composition of such firms, but also rendering it difficult, where recourse to law is necessary, to trace the actual proprietors of them.

The Publicity Bureau for South China is really an institution for propagating in South China the quality of British goods, and to popularise British-made stuffs in markets where German goods had held the field. With the return of the Germans to China the tussle will be a severe one; and to cap it all a very big publicity scheme controlled by the American Government is shortly to be launched in China. The Publicity Bureau for South China will have to strain every nerve to push British wares in the markets of South China, for apparently it is not going to be all beer and skittles for us. The American plan is, I believe, as perfect as it could be desired. The promoters have a thorough knowledge of the markets and know to a nicety how to successfully exploit them. Whether the Publicity Bureau for South China can do all that it claims in the small brochure that it published sometime ago, results will prove. But there is no doubt that in the near future we shall witness in China a very big trade war, and the conqueror will be that nation that adopts scientific tactics.

Publicity in China should be conducted upon and regulated by systematised knowledge founded on well-defined principles. The be-all and end-all of a true and good publicity campaign is to build up goodwill and to create sales. Until the supporters of

our Publicity Bureau fully appreciate the true aims of such publicity, they will only court failure. Any scheme that does not build up goodwill and create sales is bad and does not tend to benefit anyone, inasmuch as it fails in its object. There is a little doubt that for lack of knowledge and sound judgment large sums of money have been wasted by injudicious publicity, and a sounder degree of judgment is of more value than in the subsidising of Chinese journals and pushing, woeens roles, down the throats of readers of Chinese newspapers laudatory articles on British manufactures by Mr. Powell, the Editor of the *Financial News* of London, Sir Leo Chiozza Money and other financial writers.

The personal qualifications which I consider essential for the efficient pushing of British goods in South China are: Broad-mindedness—the ability to take a long and wide view and to study the possibilities of markets. Method—to plan for giving effective publicity to a well-organised scheme. Receptiveness and adaptability—a brain readily sensitive to impressions as to salient selling points and a desire to investigate and to understand trade customs and conditions. Tact—to please and satisfy the class or type of customer which it is desired to reach. To this has to be added decision and judgment, which will gauge promptly and with accuracy an existing or probable demand.

Publicity wears different clothes in different countries; and those who wish to do business in parishes other than their own must learn the manners and customs of their neighbours. The cry that rouses Peking to enthusiasm may leave Patagonia cold; the appeal that pierces to the heart of the Philippines may recoil ineffectually from the pachydermatous hide of Timbuctoo. To know each market and how to trade in it—that is what the Publicity Bureau has to know. The Publicity Bureau of South China must count itself fortunate in the amount of support it has received from British manufacturers and merchants at Home, but I am not astonished at this, as the Great War had opened their eyes to the criminal neglect of the potential markets of China. The astonishment has been for the most part on the side of those who have said: "Now, why on earth didn't you do this before?" The Publicity Bureau must realise that it is not a case of what the British manufacturers wish to sell the Chinese, but rather what the Chinese need to buy of the British merchant. The latter has to sell him nothing superfluous, nothing useless, only those things for which he has a real need, and this at a reasonable price. Those associated with such an important scheme need to be men of sound business calibre, men of the best possible brain power, full of energy, devoting all their time to the work and not dividing it between any other work. A man in charge of such work must concentrate all his mind on the job and not give lessons in astronomy.

The Rev. J. Kirk Macdonald has the happy knack of selecting subjects for his sermons that agitate the ordinary man. His sermons have a ring of true sincerity and his treatment of the subject masterly. Last week he delivered one on "Hell"—a very debatable subject. Even the Christian Hell has its attractions. When Dante published his "Inferno" the simplicity of the age accepted it as a true narrative of his descent into hell. Treatises and topographical descriptions of hell, purgatory and Heaven were once the favourite researches of the churches, who exhausted their ink-horns in building up a Hell to their own taste, or for their particular purpose. One Cardinal Bellarmine, a Jesuit, divided the underworld into four parts, the deepest of which was Hell, which contained all the souls of the damned, where will be also their bodies after the resurrection, and likewise all the demons. The place nearest Hell is purgatory, where Souls are purged, or rather where they appease the anger of God by their sufferings. He says that the same fires and torments are alike in both these places, the only difference between Hell and Purgatory consisting in their duration. Next to Purgatory, Cardinal Bellarmine tells us, is the limbo of those infants who died without receiving the Sacrament, and next to that the limbo of those just men who died before Christ, but since the Advent of Christ this department is now to let of old to the Christian hell of Milton describes Hell to us.

## TO-DAY'S MISCELLANY.

The head of a big engineering firm was telling me the other day (says "The Man About Town" in the London *Evening News*) of a man-of-the-world solution of the difficulty of getting a party of men up North to work. The contract was one that had to be finished speedily. The shop stewards would not listen to the suggestion of overtime and a special bonus. It was a piece of work in which nine men were engaged. The contractor changed his tactics. He promised each man a bottle of whisky if he would do the work. The task was completed with dash and cheerfulness.

So far as Belgium is concerned, Continental tourist traffic has now been freed from war-time restrictions, and, with the Flanders battlefields as a super-attraction, record bookings to that country are anticipated during the coming holiday months. Poor shattered Ypres has had but little time to prepare for visitors, but a wooden hotel with the euphemistic name "Restaurant Yprian" has already been erected, and other signs of activity are apparent. The shell holes have vanished from the streets, and a few of the inhabitants have drifted back and are dwelling in temporary shelters.

The Western Australian Mining Department in reporting the find of 150 ozs. of gold by two mining prospectors in the Murchison district of Western Australia, points out that this find emphasises the possibilities which still lie before those who venture in search of the coveted metal in Western Australia. It is added that the area of auriferous country still awaiting development is immense, and that it does not require the gift of prophecy to say that many great goldfields still await the finding in Western Australia, but in this, as in all business-like ventures, the aid of the speculative capitalist is required to provide the preliminary expenditure.

The unquestionable fact of women's replacement of men in both skilled and unskilled labour, in clerical and manual employment, is clearly brought out in the report of the New York Bureau of Women in Industry. Replacement was found to have occurred in practically every type of work performed by men, both in power and non-power processes to an amazing extent. But although holding men's jobs these women did not receive men's wages. Almost 8,000 received under \$14 and only 190 received over \$20 a week. Of the seventy-eight plants offering comparative wages of men and women only 20 per cent. gave equal pay and "these represented but 9 per cent. of the women replacing men." As to the usual reason assigned for the lower pay received by women, namely, that women need assistance, there is the interesting fact that in eleven plants "where women were producing more than men, no woman received as much as the man, and the majority of women less than 75 per cent. of his wage. In fact, it is quite openly admitted by many plants that the reason for their retention of a large proportion of their women workers is that the women perform as good or better work for less pay. If, therefore, woman in industry is not to be a menace to skilled labour, she should be put on the basis of equal pay and equal opportunity without regard to sex.

"Regions of sorrow, doleful shades, where peace And rest can never dwell, hope never comes. That comes to all, but torture without end."

These lines are recalled by an amusing anecdote which Dr. Hall, the veteran China missionary, told to an audience in Shanghai. A well-known character came to him one day and made a confession. He had been a very bad man, he said, had lived a bad life; his soul was beyond saving; nevertheless he wanted to be a Christian. Why? Because he had heard that the Christian hell was hot; if he died a Buddhist he would go to the Buddhist hell, which, instead of being a hot underworld, like the Christian hell, was an upper region of intense frigidity. The old fellow, abhorred cold, but he did not mind heat in the least, just men who died before Christ. Was there no way to effect a transfer from the Buddhist hell to the Christian hell? Dr. Hall describes Hell to us.



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## UNIVERSITY OF HONGKONG.

## EXAMINATION RESULTS.

The following candidates have failed in Matriculation, but have been awarded Senior Local Certificates subject to the approval of the Senate: Agapito del Rosario Y.A. Santos, Anthony Ng, Francisco V.V. Ribeiro, John Litton, Philip Brooks, Ramsey-Taylor, Chan Chan-Lam.

The following is a supplementary list of candidates who have passed the Junior Local Examination, subject to the approval of the Senate: Li Shiu Ki, Leung Pui Yim, Cheung Shiu Fan, Tso See Leung, Richard Lee, Joseph Lau Cam Wing, Jai Pestonjes Cooper, Andrew Tse Tak On, Joseph Chan Kwok Leung, Tseng Kue Shun, Wong Ben Hin, Yu Chui Yuen, Tsang Hin Shin.

The following additional candidates have been recommended for distinction, subject to the approval of the Senate: Senior Boys—John Litton (Biblical knowledge).

Senior Local Girls—Yuen Kwai Sun (English, Geography), Marjorie Edna Garrod (English), Wong Sau Tsan (Needlework), Maria Augusta dos Remedios (Bookkeeping), Ng Sui Lin (Biblical knowledge), Eunice Samy (Needlework).

Junior Local Boys—Robert Cyril Reed (Arithmetic), Yung Kai-yip (Arithmetic, Chinese, Biblical knowledge).

Junior Local Girls—Dorothy Barwald (Biblical knowledge), Tsang Chiu Ngo (Needlework). The Chinese Chamber of Commerce Scholarship has been awarded, subject to the approval of the Senate, to Charles F. Gower Jackson, Diocesan Boys' School, on the resignation of William Howard of the same School, to whom it was previously awarded.

Leicester when he received the Freedom of that Borough. The Speech is reported in the issue of the "Times" Newspaper of the 26th July last, and I quote therefrom the following:—

"We have been through 44 years of a great struggle. We have all learnt something, and I guarantee that if I were to ask each member of this Club (The Sailors' and Soldiers' Club) what was the first lesson he learnt, he would reply 'Comradeship'."

"Comradeship" has enabled us to win this War. "Comradeship" has made the name of Great Britain stand higher than it ever did in the history of the World. At no period has the name of Great Britain carried with it more weight in Council and more weight in example.

"The future, some people say, is black. I do not believe it. As long as we maintain unity and comradeship the future is not black, it is full of hope; it is full of prospects for the betterment of mankind. But to achieve, we must remain united comrades in peace, just as much as we were in war."

In other words, the lesson which Sir David Beatty would teach is, that "Co-operation" is the most reliable factor; and it is that very factor which in Great Britain to-day appears to be most conspicuous by its absence. "Labour", which has apparently "lost its head", would seem to want everything its own way, and to be prepared to proceed to any extreme to obtain it—regardless alike of the disastrous effects of its policy upon the interests of others, and the dangers to its own future welfare.

In these circumstances, it has become, and, if such continue, it will remain, extremely difficult to deal with the Economic Situation—a situation rendered more critical by the plethora of the Note issue as compared with the smallness of the Gold reserve in relation to the vast increase in the National Debt, and the fact that the Foreign securities held by Great Britain at the outset of the War have more or less been realised for the purpose of maintaining the Exchange between Great Britain and those Countries whence such securities emanated. True, Great Britain's "Credit" remains substantially unimpaired, but even that is liable to be seriously jeopardised by the present tactics of "Labour."

The Commercial progress of the United States of America from the close of the North v. South War in 1865 to the period immediately preceding the late War, is probably the most striking example in History of what can be done by a Nation if her "Credit" be firm; and, with that example before her, Great Britain need have no fears for the future, if all on board the good ship of State co-operate to do their best in the

## NOTICES.

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HOTEL MANSIONS.

## BABY'S WEIGHT.

One of the surest signs that a baby is making good progress is steady increase in weight. There is generally a slight decrease during the first week after birth, but from then on there should be regular and rapid growth, if the baby is being properly nourished.

The most common cause of failure to gain weight is malnutrition, the food is either deficient in quality or quantity, or the digestive organs are not doing their work properly.

When the stomach or bowels are at fault all that is necessary, usually, to set matters right is the administration of Baby's Own Tablets, the pleasant-tasting Canadian remedy for little ones of ages. No fear need be entertained as to the wisdom of giving these Tablets, because they are guaranteed, under a Government Analyst's certificate, to contain not a single particle of opiate, narcotic, or other injurious drug, and to be equally helpful and harmless to the youngest infant as to the child of 8 years old or more.

Baby's Own Tablets are just the right remedy for infantile constipation, colic, indigestion, diarrhoea, simple fever, teething troubles and worms. They bring natural, restful, health-promoting sleep, restore appetite and make the baby thrive. Of chemists, or post free, 60 cents the vial, from the Dr. Williams' Medicine Co., 96 Zeechuan Road, Shanghai.

Under such circumstances, would it be wise of her to run such risks again? If she did, would she not be placing herself in the ultimate position of a man who, having from motives of parsimony neglected to insure his home against damage by fire, and having thereby suffered damage to a considerable but not too

serious extent, willfully shuts his eyes to the total annihilation of his property which he has fortunately escaped, and again neglects to take the sensible precaution of protecting his interests by insurance.

Yours faithfully,  
J. SCOTT HARTSON  
Hongkong, 7th Sept 1919.

## NOTICES.

## THE WELL-DRESSED MAN

WHO KNOWS THE VALUE OF A GOOD APPEARANCE PAYS CAREFUL ATTENTION TO THE QUALITY, CUT AND PRICE OF HIS CLOTHES.

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## CORRESPONDENCE.

[To the Editor of the "Hongkong Telegraph."]

## THE FUTURE ECONOMIC POLICY IN RELATION TO GERMANY.

Sir:—In my letter to you of the 1st instant, I endeavoured to show that the virtue or otherwise of "Free Trade" as an Economic Policy for Great Britain is largely a question of "Degree", and that "Free Trade" is not necessarily an absolutely reliable "Shibboleth" under all conditions—in which respect I cited certain facts precedent to, connected with, and resulting from the late War; and Mr. Robert MacWhirter has in his "Weekly Whirligig" (I do not use the term disrespectfully, for I make a point of reading "Mr. MacWhirter's" epistles every Friday, and enjoy them greatly) honoured me with a reply, wherein he, in effect, tells me that he would rather tender me 6s. 8d. in exchange for legal advice than allow me the free run of an M.P.'s salary, for the reason that I am (in his eyes) a Protectionist Heretic!

Let me hasten to assure him that I am not by any means a rabid "anti-Free Trader", nor a "Protectionist" in the ordinarily accepted usage of that term, but, having for many years prior to the war, endeavoured to study the course of events, I some 14 or 15 years ago, came to the conclusion—quite possibly an erroneous one—that the key to the position of Great Britain's past and future prosperity was her Mercantile Marine, and that it was owing to her lack of due solicitude therefor, that Germany was becoming a real source of danger to her future. I may have been entirely wrong in this view—and indeed (as I have already stated elsewhere) I found very few inclined to agree with me—but it was a view which appeared, and still appears, to me to be a sound one.

I always try to recognise that there are more sides than one to most questions—not in the sense of the witty man's reply, "Yes, the right and the wrong one," but from the aspect that there is frequently much good in each of two distinctly opposite views, and so, though I cannot by any means "go the whole hog" (fundamental or otherwise) with "Mr. MacWhirter", I can see a world of truth in a lot of his remarks, but with regard to the present generation of Germans (Russians and others alike) I believe in the application of the maxim uttered of old by Laocoon, the Trojan Priest, "Timeo Danaos et dona ferentes", and, even though I be but an issuer of "solemn warnings," such warnings may, I believe, as in the case of past ones, prove more fitted to frank with those of Cassandra (who, though unbelievably, none the less prophesied truly) than to be consigned to mere oblivion.

The particular passage in "Mr. MacWhirter's" letter of the 29th ultimo which led me to invoke the aid of your columns, was that which formed the prelude to his concluding remarks, and it read as follows:—

"Free Trade was the source of our commercial and financial ascendancy, and past events, plus arithmetic, clearly establish the enormous benefits which have accrued to Britain since Cobden, and his followers put the lid on 'Protection more than half a century ago.'"

and I sought to probe the position in respect of the "vista" there opened up, in which connection I would refer to a passage in the report of a Speech by Mr. Winston Churchill to the new "Centre Group" at the Criterion Restaurant, London, on the 15th July last, as contained in the "Times" Newspaper of the 25th July last—which I may add reached me after the publication of my letter to you of the 1st instant.

The passage reads thus:—

"I was going to say a word or two about Free Trade and Protection. I do not think there is any ground for cleavage there. I am a Free Trader; I believe in Free Trade as I do in the Multiplication Table; but we cannot solve all the problems of Mathematics by the Multiplication Table, and the problems of Modern Economics are equally varied. A fundamental alteration has taken place in our international credit, introducing fluctuations and interferences which are far greater in their sway and scope than any interferences ever comprised in any 'Tariff'. I am not ready yet to make up my mind as to what is the proper treatment which this new phenomenon requires; but I am ready to say that it would be foolish to declare that you are not going to recognise the new facts, or that you are not even going to study them."

These remarks of Mr. Churchill, are, I would submit, distinctly in point in reference to the basis of those I made in my earlier letter to you regarding the view I expressed that

"it would certainly appear that the virtue or otherwise of 'Free Trade' as an Economic Policy for Great Britain is largely a question of 'Degree' and that 'Free Trade' is not necessarily an absolutely reliable 'Shibboleth' under all conditions."

Despite "Mr. MacWhirter's" onslaught in relation to my seven points regarding the result of Germany's policy of "Protection," vis-a-vis Great Britain's adherence to "Free Trade" and his claim that, in the events which have happened, the latter Policy has proved to be the better, I still feel justified in relying on what I remarked in my previous letter to you, because it seems to me that the Facts point not only to grave dangers incurred in the past owing to Great Britain's policy of "Free Trade" as formerly practised, but also to those dangers which Great Britain is now experiencing in consequence of such policy—in short, I view Great Britain's present position as a forcible example of "Cause and Effect."

The Middle Classes are they who have suffered and are suffering, that "Effect" most, and, when one reads the figures given by Sir R. Horne (Minister of Labour) in a written reply—quoted in the "Times" Newspaper of the 25th July last—to a question as to the approximate value at pre-War prices of various commodities purchasable to-day for £100 at Retail Stores, one can readily appreciate how greatly those Classes must be feeling the pinch of present conditions as induced by past circumstances.

Here are the figures: Boots £30 to £35. Men's Suits £35 to £40. Cotton piece goods £25 to £35. Woollen underwear £25 to £30. Even the Public Trustee complains—see the "Times" Newspaper last above referred to—that

"Owing partly to the increase in Salaries and general Administrative Expenses brought about by the War, and partly to the shrinkage, also occasioned by the War, of Capital Values and the net income upon which the Public Trustee's fees are assessed, the Scale of fees now in force, which was drawn up in 1912, is proving inadequate to meet the cost of the Office. Consequently, an immediate revision of this Scale is necessary in order to comply with the Statutory requirement that the Office, while earning no profit, shall be self-supporting."

Now, what is to be the keynote of the remedy or remedies to be applied under present conditions? I think the answer is best supplied by the theme which Admiral Sir David Beatty took for the keynote of his recent Speech at

Wm. **Powell** Ltd.  
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REQUIRES NO SETTING OR  
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MAURITIUS, EAST & SOUTH AFRICA,  
RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR  
LONDON via SINGAPORE, COLOMBO,  
PORT SAID & MARSEILLES

S.S.	leave Hongkong about	Due Marseilles about	Due London about
NAGOYA	11 Sept. 11 a.m.	15th Oct.	24th October.
FOR SINGAPORE, COLOMBO & BOMBAY.			
DILWARA	7th Oct.	due Bombay about 26th Oct.	
FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.			
ARRATON A.	10th Sept. 8 a.m.	due Calcutta, about 30th Sept.	
ITOLA	1st Oct.	28th Oct.	
FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.			
KHIVA	leave Hongkong about 26th September.	Due Yokohama about 9th October.	

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to  
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22, Des Voeux Road Central. Agents.CP  
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## SAILINGS

## HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (\*Moji) Kobe &amp; Yokohama)

FROM DUE

STEAMERS.	HONGKONG.	VANCOUVER.
Empress of Asia	Oct. 2	Oct. 20
Empress of Japan	Oct. 15	Nov. 5
Monteagle	Oct. 19	Nov. 12
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 25

Owing to Japanese Quarantine Regulations "EMPEROR OF RUSSIA," 4th Sept. will not call at Shanghai.

Passage from Hongkong to United Kingdom.

STEAMERS.	HONGKONG.	UNITED KINGDOM.
Empress of Asia	Oct. 2	Oct. 20
Empress of Japan	Oct. 15	Nov. 5
Monteagle	Oct. 19	Nov. 12
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 25

For particulars regarding passage rates, freight, etc., apply to  
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CANADIAN PACIFIC  
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"ECUADOR," "VENEZUELA" and "COLOMBIA."Hongkong to San Francisco,  
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## THE "SUNSHINE BELT."

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "VENEZUELA"	10th September.
S.S. "ECUADOR"	8th October.
S.S. "COLOMBIA"	5th November.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS &amp; Large Comfortable Staterooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the outside, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

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## WEST RIVER PASSENGER SERVICE.

The M. S. "KONG MING" (Captain Wilks), will leave the Young Tai Hing Wharf (Connaught Road West) at 5 p.m. on 9th inst. for Wuchow via West River Ports.

This vessel has excellent European accommodation for first class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to

## BANKER &amp; CO.

1st Floor Hotel Mansions

Messrs. Thomas Cooks & Sons  
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## SHIPPING

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NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, K'ung, S'hai & Japan ports.  
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Omitting Manila) Friday, 19th Sept., at 11 a.m.

KATORI MARU (Omitting Keelung) Tuesday, 14th Oct., at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez, Port Said &amp; Marseilles.

IYO MARU ... Friday, 19th Sept., at Noon.

ATSUTA MARU ... Friday, 3rd Oct., at Noon.

MELBORNE &amp; SYDNEY via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.

NIKKO MARU ... Wednesday, 22nd Oct., at 11 a.m.

NEW YORK &amp; HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama &amp; Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY &amp; COLOMBO via Singapore.

KOSOKU MARU ... Wednesday, 10th Sept.

HWAH WU ... Middle of Sept.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

YETOROFU MARU ... Monday, 15th Sept.

TSURUGA MARU ... Tuesday, 30th Sept.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

NIKKO MARU ... Sunday, 21st Sept., at 11 a.m.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

KAGA MARU ... Thursday, 18th Sept., at 11 a.m.

YOKOHAMA MARU ... Thursday, 2nd Oct., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.).

WAKASAKI MARU (London, Antwerp &amp; Rotterdam) End of Sept.

TSUTSUKI MARU (Marseilles &amp; Liverpool) Thurs. 2nd Oct.

DELAGOA MARU ... Middle of October.

(London, Antwerp &amp; Rotterdam)

TOYOOKA MARU ... (Marseilles &amp; Liverpool) End of Oct.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE

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FAST AND LUXURIOUS MAIL STEAMERS.

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Steamers.

KOREA MARU ... 19th Sept. "Omitting call at Shanghai."

NIPPON MARU direct to Nagasaki. 25th Sept.

TENYO MARU ... 2nd Oct.

SIBERIA MARU ... 11th Oct. (from Yokohama).

UNRYO MARU ... 24th Oct.

PERSIA MARU ... 10th Nov.

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THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.

ANYO MARU ... Leave Hongkong 10th Sept.

SEIYO MARU ... 4th Nov.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

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## CHINA MAIL S.S. CO. LTD.

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15,000 tons. 11,000 tons. 10,000 tons.

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Nov. 1st, 1919. Oct. 1st, 1919. Sept. 11th, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

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## "ELLERMAN" LINE.

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For Steamer Sailing

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For particulars of sailings shippers are requested to approach the undersigned.

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Hongkong, 10, Ave. 1917.

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## SHIPPING NEWS.

## BIG CAMMELL LAIRD ORDER.

A Home paper is informed that

a very important order has been

placed by the Compagnie Generale

Transatlantique for a high

class steamer of 20,000 tons displacement

to be built by Messrs. Cammell, Laird and Co. Ltd.

The vessel will be built, engined, boilered

and completed with all detail at Birkenhead where the

steel will be laid down as soon as a

berth is available. The propelling machinery will consist of

double reduction geared turbines.

## CHARTING THE SEAS.

The International Hydrographic Conference had concluded

its labours, and the understanding arrived at will bring the charts

and hydrographic publications of all maritime nations into a closer

agreement, to the great advantage of seamen generally. It is hoped

that one important outcome of the Conference will be the establishment of an independent

International Hydrographic Bureau, which will watch over the

interests of hydrography generally, co-ordinating the work of all

hydrographic services, and giving special attention to matters in

connection with hydrography and its allied subjects, which require

closer study than can usually be undertaken by any one hydrographic

office in addition to its daily work.

## A GREAT IRISH PORT.

Dublin, July 21.—Interest is

being revived in a proposal to make Galway a port of call. The

Dublin Corporation, which in the year 1917 passed a resolution in

favour of the creation of a great harbour at Galway to deal with the

American and Canadian trade, returned to the subject to-day,

and passed another resolution in similar terms. The proposer,

Mr. Sherlock, said that he understood that within the next month

the Dublin Chamber of Commerce and the Dublin Port and Docks

Boards would combine with the object of approaching the Government

to enable the undertaking to be started. He added that persons who were

interested in the scheme were prepared to find £700,000 towards building the

harbour. The total cost of the work would be £2,000,000.

## LORD INCHCAPE'S OFFER.

A Cardiff message says that

Lord Inchcape is offering for disposal 40 new cargo steamers

at prices varying from £190,000 to £295,000. There is a condition

attached that they must not be resold outside the United Kingdom

within four years. The report refers to an offer which was announced in the

Times recently. In a letter to the Chamber of Shipping, which was reproduced,

Lord Inchcape said that he had taken over from the Government

40 steamers, which were in commission, of 343,571 tons. He

proposed to offer them on terms which he hoped "would bring

him out without loss." He added that anything realised in excess

of the amount paid to the Government for the whole lot would be

divided amongst the buyers, and that, as in a previous case, no profit

or commission of any description would be taken by himself or his firm,

and no advantage would be given to the companies with which he was

associated.

## U. S. INCOME TAX AND BRITISH TRADING SHIPS.

Mr. H. M. Clemenson, general

manager of the Chamber of Shipping, has received, under date July

11, the following letter in reply to one recently sent to the Foreign

Office:—Sir,—With reference to your letter HMC/JM of April

11th, I am directed by Earl Curzon of Kedleston to state that he has

now received through his Majesty's Charge d'Affaires at Washington a reply from the

Government of the United States of America to the representations which

were addressed to them on the subject of the payment of income-tax by

British trading vessels calling at American ports. The United States

Government state that it has been held that article 92, regulations 45, governing the

assessment and collection of income-tax, does not apply to charter money or freight

payments received by a foreign owner in regard to a vessel

trading between the United States and foreign ports if the person receiving the income maintains

no regular agency in the United States, and is not doing business therein. The operation of vessels

which occasionally call at American ports for the purpose of loading or unloading does not

constitute "transacting business" in the United States, and any income received as a result

of such activities is held not to be subject to taxation under the

provisions of the Revenue Act of 1913 and the Acts for previous years.

## SHIPPING

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI & TSINGTAO	Yingchow	10th Sept. at 4 p.m.
SWATOW & SINGAPORE	Chinshua	11th Sept. at 11 a.m.
SWATOW & BANGKOK	Changchow	11th Sept. at noon.

## SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation and ships. Electric Light and

Fans in Saloon and State-rooms. Regular schedule service between

Canton, Hongkong and Shanghai (three weekly) and Tsingtao

weekly, taking Cargo on through Bills of Lading to all Yangtze

and Northern China Ports. Passengers are Landed in Shanghai,

avoiding the inconvenience of transshipment at Wootung.

## BANGKOK LINE.—Weekly service to and from Bangkok via

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For Freight or Passage apply to

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Hongkong Sept. 9, 1919.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjharoen	Java	in port	10th Sept.	Shanghai
Tjmanoeck	Java	in port	12th Sept.	Java
Tjbanas	Java	in port	15th Sept.	Java
Tjibodas	Java	in port	15th Sept.	Javan
Tjilwong	Japan	14th Sept.	17th Sept.	Java
Tjilatjap	Japan	28th Sept.	30th Sept.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Maitan ... A. H. Stewart ... TUES., 9th Sept. at 1 p.m.

Quinnabaug ... Medina ... FRI., 12th Sept. at 1 p.m.



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O. S. K.  
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALTAI MARU" ... Monday, 15th Sept.  
"ALASKA MARU" ... Friday, 26th Sept.  
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"TACOMA MARU" ... Friday, 12th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"BURMA MARU" ... Wednesday, 10th Sept.  
"SIAM MARU" ... Wednesday, 24th Sept.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" ... Wednesday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service calling at AUCELAND, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Tuesday, 30th Sept.  
"MANILA MARU" ... Wednesday, 13th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 11th Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA,  
Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

## Y. K. K.

YAMASHITA KISEN KAISHA.  
(THE YAMASHITA STEAMSHIP CO., LTD.)

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NANYO MARU No. 3

SODECAURA MARU.

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TAMON MARU No. 1

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REGULAR SERVICE FOR  
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Taking Cargo on through Bills of Lading to Pacific Coasted Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

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THE ADMIRAL LINE.  
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.  
Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

"CITY OF SPOKANE" ... About September 25th.

"OLEN" ... October 14th.

"ICONIUM" ... October 20th.

"SEATTLE SPIRIT" ... October 25th.

For PORTLAND direct.

"COAXET" ... About October 6th.

"WABAN" ... October 11th.

"WEST MUNHAM" ... November 16th.

"CITY OF SPOKANE" ... will arrive about Sept. 20th.

"COAXET" ... do Oct. 5th.

"OLEN" ... do Oct. 10th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Hotel Marlborough.

## SHIPPING.

## THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

## VANCOUVER

via MANILA & SHANGHAI

STEAMER

"BESSIE DOLLAR"

SAILING DATE.

... about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.B.

"WEST HEPBURN" ... Middle of Oct.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

THIRD FLOOR

TEL. 795.

792.

Lloyd Triestino

## S.S. "GABLONZ"

Will be despatched on or about 17th September for Singapore, Penang, Colombo, Aden, Port Said & Trieste. (possibly calling at Bombay).

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to—

DODWELL & CO., LTD.

Agents.

## NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Teikoku"

via Panama

20th Sept.

"Euryedon"

via Panama

11th Oct.

"City of Newcastle"

via Suez

7th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.  
HONGKONG & CANTON REISS & CO CANTON.

## JAVA PACIFIC LINE

OF THE  
JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,  
York Buildings.

Telephone No. 1574.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

ss. "KOREA MARU."

Steamer arrived from SAN FRANCISCO, HONOLULU, JAPAN PORTS, Friday, September 5th.

Consignees of cargo are hereby notified to present their Bills of Lading for counter-signature and take immediate delivery from alongside steamer or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after 11th September.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Monday, September 15th, at 10 A.M.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever, will be effected.

T. DAIGO.

Manager.

Hongkong, 6th September, 1919

## NOTICE TO CONSIGNEES.

From KOBE

THE Steamship

"NAMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

J. RDINE, MATHESON

& CO., LTD.

General Managers.

Hongkong, 8th September, 1919

## TIDE TABLE.

8th to 14th September 1919.

Day	Month	High Water	Low Water	High Water	Low Water
Day	Month	Mean Time	Mean Time	Day	Month
8	Sept.	10.15	4.15	9	Sept.
9	Sept.	11.15	5.15	10	Sept.
10	Sept.	12.15	6.15	11	Sept.
11	Sept.	1.15	7.15	12	Sept.
12	Sept.	2.15	8.15	1	Oct.
13	Sept.	3.15	9.15	2	Oct.
14	Sept.	4.15	10.15	3	Oct.
15	Sept.	5.15	11.15	4	Oct.
16	Sept.	6.15	12.15	5	Oct.
17	Sept.	7.15	1.15	6	Oct.
18	Sept.	8.15	2.15	7	Oct.
19	Sept.	9.15	3.15	8	Oct.
20	Sept.	10.15	4.15	9	Oct.
21	Sept.	11.15	5.15	10	Oct.
22	Sept.	12.15	6.15	11	Oct.
23	Sept.	1.15	7.15	12	Oct.
24	Sept.	2.15	8.15	1	Nov.
25	Sept.	3.15	9.15	2	Nov.
26	Sept.	4.15	10.15	3	Nov.
27	Sept.	5.15	11.15	4	Nov.
28	Sept.	6.15	12.15	5	Nov.
29	Sept.	7.15	1.15	6	Nov.
30	Sept.	8.15	2.15	7	Nov.

in morning. 2 afternoon.

## CONSIGNEES.

## PACIFIC MAIL S.S. CO. LTD.

## NOTICE TO CONSIGNEES.

From SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI & MANILA. S.S. "VENEZUELA."

The above mentioned vessel having arrived from the above mentioned Ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on Sept. 9th at 10 a.m. and Sept. 11th at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after Sept. 11th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

Alexandra Buildings.

Hongkong, 4th September, 1919

## MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. YOKOHAMA M. (European Line) left London for this port via the Suez Canal on the 23rd August, and is expected here on the 1st October.

The Admiral Line s.s. CITY OF SPOKANE will arrive at Hongkong about September 18th, from Seattle via usual Japan ports and Shanghai.

The American and Manchurian Line s.s. CITY OF FLORENCE left New York on 11th July last and may be expected to arrive at Hongkong about the 15th Sept., 1919.

The Admiral Line s.s. OLEN will arrive at Hongkong about September 30th, from Portland via usual Japan ports and Shanghai.

The Admiral L. s.s. COAXET will arrive at Hongkong about October 3rd, from Portland via usual ports.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for this port on the 2nd Sept., and is expected here on the 20th Sept.

The Ben Line s.s. BENRINNES from Middlesbrough & London left Singapore for this port on 3rd instant and may be expected to arrive here on about 9th Sept.

The N. Y. K. s.s. KOSOKU M. (Bombay Line) left Kobe for this port via Moji on the 2nd Sept., and is expected here on the 9th September.

The R. M. S. EMPRESS OF JAPAN arrived at Yokohama on 4th Sept. at noon, for Vancouver.

The P. & O. s.s. NAGOYA left Shanghai for this Port on the 7th instant and is due here on the 10th instant.

## UNCLAIMED TELEGRAMS.

## EASTERN EXTENSION AUSTRALASIA &amp; CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Bouman Automobile, from New York.

Capt. Kimura Sadagho, Steam Banya Maru, from Alexandria.

Daniels Co. from Negro Hill.

Fullerton c/o American Consul, from New York.

Guest, Hongkong Hotel, from Singapore.

Kewley, from Macao.

Leslie Smith, Wyndham Hotel, from London.

McKinley, Hongkong Hotel, from London.

D. de H. FARRANT,

Superintendent,

Hongkong, Sept. 4, 1919.

## VESSELS LOADING.

## EUROPE, USA, ETC.

Anjo M.	T. K. K.	Sept. 10
Korea M.	T. K. K.	Sept. 10
Venezuela	P. M. S.	Sept. 10
Nagoya	P. & O.	Sept. 11
China	C. M.	Sept. 11
Tacoma M.	O. S. K.	Sept. 12
Altai M.	O. S. K.	Sept. 12
Westwind	D. & Co.	Sept. 12
Changsha	B. & S.	Sept. 12
Iyo M.	N. Y. K.	Sept. 12
Fushimi M.	N. Y. K.	Sept. 12
Teenkai	B. & S.	Sept. 12
Gleniffer	J. M.	Sept. 12
Tango M.	N. Y. K.	Sept. 12
City of Spokane	A. L.	Sept. 12
Nippon M.	T. K. K.	Sept. 12
Alaska M.	O. S. K.	Sept. 12
Chicago M.	O. S. K.	Sept. 12
Wakasa M.	N. Y. K.	E. of Sept.
Nile	C. M.	Oct. 1
E. of Asia	G. P. O. S.	Oct. 2
Tsuyama M.	N. Y. K.	Oct. 2
Tenyo M.	T. K. K.	Oct. 2
Asutsu M.	N. Y. K.	Oct. 3
Coast	A. L.	Oct. 6
Ecuador	P. M. S.	Oct. 6
Bessie Dollar	R. D.	Oct. 10
Euryedon	B. & S.	Oct. 11
Waban	A. L.	Oct. 11
Katori M.	N. Y. K.	Oct. 14
Olen	A. L.	Oct. 14
E. of Japan	C. P. O. S.	Oct. 15
Manila M.	O. S. K.	Oct. 15
Monteale	C. P. O. S.	Oct. 15
Iconium	A. L.	Oct. 20
Nikko M.	N. Y. K.	Oct. 23
Seattle Spirit	A. L.	Oct. 24
Shinyo M.	T. K. K.	Oct. 25
Luzon M.	O. S. K.	B. of Oct.
West Hephurn	R. D.	M. of Oct.
Toyooka M.	N. Y. K.	E. of Oct.
St. Albans	E. & A.	Late Oct.
Nanking	C. M. S.	Nov.
Seiyu M.	T. K. K.	Nov.
Colombia	P. M. S.	Nov.
C. of Newcastle	B. & S.	Nov.
West Munham	A. L.	Nov. 1
Persia M.	T. K. K.	Nov. 1



# NEW ADVERTISEMENTS.

## PUBLIC AUCTION

### A Valuable Collection of Antique China & Curios

THE Undersigned has received instructions from Mr. Lah Van Kee to sell by Public Auction on

WEDNESDAY & THURSDAY, the 17th & 18th September 1919

commencing each day at 2.30 p.m.

at his Sales Rooms, Duddell Street.

### A Valuable Collection of Antique China & Curios

from the Sung to Tchow Dynasty.

comprising—

5-coloured, 3-coloured, blue & white vases, plates, bowls, flower pots, incense burners, figures, porcelain plaques, red lacquer vases, famille rose screens, very fine crystal vase & agate ornaments, snuff bottles, jade ornaments, old bronzes etc. etc. etc.

also

### A Few Pieces of Soochow Redwood Ware

N. B. The Undersigned will give one week guarantee as to the genuineness of the articles offered.

On view from Tuesday, the 16th inst.

Catalogue will be issued.

Terms: Cash on delivery.

Geo. P. LAMMERT,

Auctioneer.

G. R.

## NOTICE.

QUEEN'S COLLEGE, HONGKONG.

Winter Term and School Year commence Monday, September 15th.

Candidates for Admission should attend in the College Hall on Saturday, September 13th, at 9 a.m.

Copies of Prospectus may be obtained upon application to

The HEAD MASTER.

## NOTICE

HUMPHREYS ESTATE AND FINANCE CO. LTD.

NOTICE is hereby given that an Extraordinary General Meeting of Humphreys Estate & Finance Company Limited will be held at the Hongkong Hotel on the 24th day of September 1919 at noon for the purpose of considering and if thought fit approving the draft new Articles which will be submitted to the meeting. A copy of such Articles and a copy of the existing Articles may be seen at the Office of the General Managers in Alexandra Buildings. In such copy the portions of the proposed New Articles which differ from the Old Articles are indicated by underlining in red ink.

Should the meeting approve of such Articles with or without modification the subjoined extraordinary resolution will be proposed.

"That the New Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board  
G. RAPP,  
Secretary.  
Hongkong, 9th September, 1919.

## NOTICE.

ROYAL HONGKONG GOLF CLUB.

The Championship will be played for on the big course at Fan-tang in October.

There will be a competition for Silver Cup presented by "A Grateful Temporary Member" early in October. 18 holes under handicap against Bogey at Fan-tang.

Further particulars later.  
Hongkong, 9th September, 1919.

## CONSIGNEES.

### NOTICE TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

From KOBE.

THE Steamship

"NAMSANG"

having arrived from the above Ports Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th instant will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by—

JARDINE, MATHESON & CO. LTD.

General Managers.

Hongkong, 8th September, 1919

## LOST.

LOSS.—One white and liver coloured Pointer Dog answering to the name of "Leo" Will finder please communicate with S. Berg, 1 Morrison Hill, or c/o "Thoresen & Co."

G. R.

## NOTICE.

1. On and after Monday 8th September 1919, the issue of permits to leave the colony will be discontinued.

2. British subjects wishing to leave Hongkong must have in their possession a passport which has been issued within the last two years.

3. Foreign subjects wishing to leave Hongkong must have in their possession a valid passport issued by their respective diplomatic or consular officers.

4. Persons arriving in and leaving Hongkong by the same steamer will have their passports examined on board, both on arrival and departure.

5. Persons embarking from Hongkong will have their passports examined on board. To prevent delay in sailings shipping companies should satisfy themselves that intending passengers have the necessary passports in their possession.

6. Members of ships crews are allowed to sign on without obtaining a permit from the Captain Superintendent of Police.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916 Forms of Registration giving the particular required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

## NOTICE.

The s.s. "CHANGSHA" sailed from Sydney on 16th August 1919 for Hongkong via ports, having grounded at Cairns, consignees of cargo by her are hereby notified that they will be required to sign an Average Bond and pay a deposit of 5% on c.i.f. and c. value before delivery of their cargo can be granted.

BUTTERFIELD & SWIRE, Agents, Australian Oriental Line.

## NOTICE.

DIOCESAN GIRLS SCHOOL KOWLOON.

This school will re-open Tuesday September 16th. Boarders return Monday 15th September.

## NOTICE.

NATIONAL BONDS OF THE 3rd, 4th and 5th years of THE REPUBLIC OF CHINA.

NOTICE is hereby given that repayment of drawn bonds and payment of interest coupons will henceforth be made in Hongkong Notes, at current rates, for the equivalent of the face value of said bonds and coupons.

For the  
BANK OF CHINA.  
Tsuyee Pei  
Manager.

## NOTICE.

### MUSIC LESSONS.

Professor Danenburg will resume his Piano lessons this month at No. 1, Albany Road, Hongkong, 6th September, 1919.

## PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY, the 10th September 1919.

commencing at 2.30 p.m. at his Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture

comprising—

Teak hatstand with with bevelled mirror, Drawing room suites, Leather covered couch, armchairs and chairs, Lady's desks, Bookcase, Electric ceiling fans and table lamps, Carpets, Pictures and Engravings, Brass and Bronze ornaments etc. etc.

Teak sideboard with bevelled mirror, teak dining tables and chairs, Dinner waggons, Glass cabinets, tea tables, Dinner and Dessert services, Glass and Cutlery ware etc. etc.

Double brass mounted iron bedsteads, teak bedsteads, Teak wardrobes, Chests-of-drawers, Dressing table with bevelled mirror, Marble top washstands etc. etc.

Also

A few pieces of Blackwood-ware

And

1 Grand Piano by "John Broadwood & Son"

1 Cottage Piano by "W. Robinson & Co." (in fine condition)

1 Remington Typewriter No. 10

1 Oliver Typewriter No. 5

1 12-Bore Double barreled gun by Wilkinson, London, with Leather case.

Terms: Cash on delivery Catalogue will be issued.

On view from Tuesday, the 9th inst., 1919.

Geo. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 13th Sept. 1919.

commencing at 11 a.m.

at No. 11 Godown of the Hongkong and Kowloon Wharf & Godown Co. Ltd. West Point (for account of the concerned)

3710 Bags Brown Sugar

Terms: Cash on delivery.

Geo. P. LAMMERT, Auctioneer.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Voeux Road Ck. Bankow 2-nd Fl. Penoff Building.

FOR THE YEAR TO COME

Provision is made in all things. This applies to your own finances. The best way of providing for the future, freely, is by

OFFERING A SAVINGS ACCOUNT WITH US.

In a few years it may become thousands.

## WISEMAN LIMITED.

### Fresh Arrivals

## MACKINTOSH'S.

Toffee de Luxe

50 cents per tin

Oranges and

Grape Fruit

WISEMAN LTD.

Tel. 407.

SHANGHAI MUNICIPAL BANK.

### SCHEME TO RAISE MONEY FOR DEBENTURES.

The Shanghai Municipal Gazette gives details of the establishing of a Municipality Investment Bank, this step being taken with a view to the provision of facilities for accumulating savings for periodical investment in Municipal Debentures.

It is announced deposits will be accepted by the Bank during the first five days of each month and will be converted twice yearly into Municipal Debentures. Pending their conversion interest will be allowed at the rate from time to time advertised.

The rules governing deposits as given in the Municipal notification are repeated here.

Deposits may be for any amount in Taels or Dollars local currency. Dollar deposits will be converted into Taels at the rate of the day on which they are received.

Deposits will be received at the Finance Department of the Council, 24b Kiangse Road, from the first to the fifth day inclusive of each month.

Each depositor will be supplied with a Pass Book in which will be entered details of the amounts deposited. The Pass Book must accompany each deposit.

Interest at a rate to be advertised from time to time will be credited to the accounts of depositors half-yearly, on March 5 and September 5, and will be calculated on the amounts at credit of depositors' accounts on the fifth day of each month.

On March 5 and September 5 debentures in the current Municipal Silver Loan (in denominations of Tls. 100 or multiples of Tls. 100) will be allotted to depositors to the maximum amount permitted by each depositor's account. Accounts will be debited with the allotments calculated at the price at which the Council is issuing debentures at the date of the allotment. And balances remaining at credit of accounts will be carried forward.

The deposits will not be subject to withdrawal, except in the following cases:—(a) On the death of a depositor the amount at credit of the account, with interest, will be paid on application by the legal personal representative. (b) Should the Council at any time decline to receive further deposits, any balances remaining at the credit of accounts, after the allotment of debentures provided for under Rule 5 has been made, will be repaid to depositors forthwith.

## MR. LLOYD GEORGE'S WARNING.

### LAND REFORM TO KILL BOLSHEVISM.

An official statement was issued at Downing Street recently concerning a deputation from the Agricultural Committee of the House of Commons, which was received by Prime Minister, Mr. Bonar Law, and Sir Arthur Boscawen on Tuesday.

The deputation, which comprised representatives from the chief agricultural districts in the kingdom, was introduced by Captain E. A. Fitzroy, who emphasised the great uncertainty felt throughout the agricultural community through delay in the announcement of the Government policy on agriculture.

"The Prime Minister, in reply, said that for the past few months his mind had been absorbed in the difficult, complex and delicate task of trying to make a peace which would safeguard British interests, whilst at the same time being absolutely fair to the rest of the world. That was the reason why no pronouncement had been made upon agriculture and one or two other questions.

"You are right in saying that agriculture wants to know exactly where it is," said the Premier: "it wants to know where the Government stands, and what is expected of it. There was a time when we were not sure whether the submarine campaign might not have succeeded."

### TRIBUTE TO FARMERS.

"I appealed repeatedly to agriculturists to throw to the winds all their traditions and all their conservative habits—it is a very conservative industry, the most conservative probably in the world, and for that reason it gives an element of security to the State in the lands where it is uppermost, and nothing could have been finer than the way they responded. They might have profited more by pursuing old courses, but the response was purely a patriotic one."

"I am sure all they want to know now is what part the nation wants them to play. They are quite willing to take their place in the rank, but they want to know. That means they ought to know, and they ought to know quickly. I think it is an appeal which you have a right to expect us to respond to. Whether it will be possible to do it before the House rises is a thing I wouldn't like to guarantee."

PRICES NOT GOING DOWN. The question was not merely one of price, the Premier continued. He did not anticipate much difficulty about that. No one looking at what was going to happen in the world the next year or two could imagine that prices were going down very much. As a matter of fact, there was a shortage throughout the world. When they were giving guarantees that were going to cost the State anything. It was merely giving an assurance that the farmer was not going to be dropped—that if something happened which no one could foresee he would not be bankrupt.

But there were other questions which were vital to agriculture. In the matter of ways and communications the German farmer had been helped more than by almost any other means. Produce was taken cheaply to the market, his goods brought cheaply to him, his manures and all the other essentials of his trade were brought as near his own doors as possible. Ways and communications formed an essential part of any scheme for the development of rural life and for the successful cultivation of the soil. Housing undoubtedly was another, for labourers would not be attracted to the land or kept on it unless they provided decent accommodation for them. They had no accommodation now, either decent or otherwise, because the houses were gone.

"I was surprised, on going back to my native land the other day," proceeded the Premier, "to find on walking about how the cottages had disappeared. Wherever I went I found tumble-down cottages, that I used to remember were inhabited by agricultural labourers. There is nothing left but ruins. I do not know whether that is a typical district. If it is, the need of housing in the rural areas is one of the most vital to the agricultural industry."

From the point of view of national security, he was convinced, particularly since the war, that the security of the country depended very largely upon the development of the rural life of the country.

LIVING ON CAPITAL. "There is no industry in the land which is of importance to the community."

## TRADE UNIONISM "GERM."

### DOCTORS OPPOSE PROPOSAL TO COMBINE

Should doctors join a trade union? The question was discussed by the doctors themselves at the resumption of the meeting of the British Medical Association at the Connaught Rooms recently. A resolution that the association should not endeavour to prevent members of the association from joining any other body which was attempting to combine the profession on trade union lines, was defeated by 75 votes to 17.

Dr. E. K. Le Fleming urged that the policy of the British Medical Association should be one of co-operation with the Medical-Political Union. Personally he was not a believer in trade unionism in the profession, but they ought not to put "the lid" on those who wished to join the other body.

Dr. C. H. Panting (S.W. Essex) said that members of the association in his division seemed to be suffering from temporary insanity. Some of them were recovering, but others had been badly bitten by the germ of trade unionism. At the present moment trade unionism was passing through his division like a dry rot, and he thought the association was justified in fighting it tooth and nail.

Dr. Bishop Harman (Marylebone) thought it would be lamentable for the association to ally itself with trade unionism, whose only weapons were strikes and brickbats.

Dr. J. R. Staddon (Suffolk) said something must be done to improve the remuneration and general status of the profession, and the best way of doing that was through trade union effort.

A motion expressing disapproval of the National Insurance Defence Fund was lost by a substantial majority.

life, to its health, to its strength," said the Premier. "It is the place to grow men. The mines of South Wales would have been derelict; they would have had to be worked by black labour if it had not been for the big brawny men brought up in the agricultural districts of Wales and Somerset and the Western Counties."

"This nation has been living on its capital in more ways than was imagined. It has been living on its capital in strength. These people brought from the agricultural districts are its capital and vitality; and that has been eaten up by the industrial life of the country without anything being put into the bank again. On the contrary, it has been drained, and drained and drained. Unless we put our backs into this, I think the prospect will be a serious one, and it will show we are not a nation which can understand a lesson when it is taught, when it is written by the finger of Providence clearly for us, even in the blood of our own children."

APPEAL TO PATRIOTISM. "It is important that we should, during the next year or two, immediately put our minds on the best methods of developing the agricultural resources of this country, and bringing the population back. In France it gives them a sense of security. You cannot make a Bolshevik out of the soil. It is not the place to make him, especially if you give him some sort of an interest in it. I need no convincing about the overwhelming importance of this problem, but it has got to be done thoroughly; and I am very sanguine, from my experience of those who are on the land, that they are going to look at it from a patriotic point of view."

"I have not been very friendly with landowners; I have had many conflicts with them. I have done more criticising of them, perhaps, than any living man; but it struck me very much, when you were talking of doubling the charges of the farmer, that there is this to be said for the landowner, there had been no doubling of the charges in the matter of rent."

"Therefore I am hopeful, when I see how the farmer and the landowner have responded to the patriotic appeal, that if there is a great scheme of national regeneration of agriculture in this country, all those who are concerned in the industry will help."

"If in that spirit we go at it, I believe you will find a very different country to the country which we are now engaged in trying to put into some sort of order, and whose social evils are very largely fomenting fever and unrest, which, unless it is dealt with and cleared, may very well be fatal to the civilised life of the community."







## NOTICES.

Russias tea, which was valued in 1917 to Hk. Tls. 83 in the year covered by the report. All through the report, the direct effects of the war in Europe are to be seen. In 1916 China shipped goods having a value of Hk. Tls. 1,105,998 to the Netherlands. When the blockade against the northern neutrals became effective the following year, China's exports to the Netherlands dropped to Hk. Tls. 26,336 and they reached the vanishing point in 1918. It is seen that the bulk of China's trade with the rest of the world comes out of the northern part of the country. Exports that originated from Shanghai amounted, in 1918 to Hk. Tls. 175,089,475, while the exports from the principal southern centres of Canton were Hk. Tls. 34,626,793. From the north-

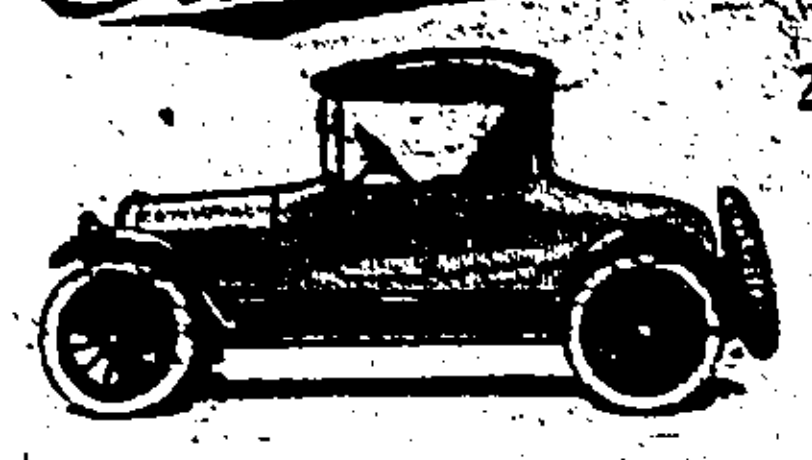
"RICH" WHO ARE POOR.

"The gentry of England is neither idle nor rich," said F. A. Vaughan recently at Farm-st. church. In the old country families, he added, we had a section of the community who were driven to work early in life to make £3,000 a day duty £10,000—for what with income, super taxes, and depreciation money their incomes had contracted to one-third the amount in pre-war days. In many instances they had less to spend than skilled workers in Birmingham, Middlesbrough, Sheffield or other great industrial centres. The hand-workers were true steel, but unfortunately they were badly led.



## NOTICES.

So's Agents: **Studebaker** Tel. No. 1913.  
**THE CONNAUGHT MOTOR CAR COMPANY,** 28, Des Vaux Rd. Central, G.P.O. Box 444.



A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car  
 At a price within the reach of all.

A Consignment of Studebakers has just been landed. Inspection and Enquiries are cordially Solicited.

# SHELL

MOTOR SPIRIT

The Asiatic Petroleum Co. (South China) Ltd

**M. Y. SAN & Co., Ltd.**  
 Manufacturers of "Bee Brand" Biscuits & Candies



HEAD OFFICE:—Nos. 93-100 Queen's Road, Central, Hongkong.  
 FACTORY:—Nos. 141-145 Wanchai Road, Hongkong.  
 BRANCHES: Manila, Singapore, Shanghai & Canton, China.

## JUST ARRIVED

A large selection of  
 FILET LACE TABLE COVERS-ROUND & SQUARE  
 SWATOW DRAWN WORK & SILK EMBROIDERIES.  
 ALL KINDS OF LADIES' FANCY GOODS,  
 FOR WHOLESALE AND RETAIL  
 PRICES MODERATE.

**SWATOW DRAWN WORK CO.,**  
 Tel. No. 2860, No. 14, Des Vaux Rd., (Ct.)

## Columbia Dry Batteries

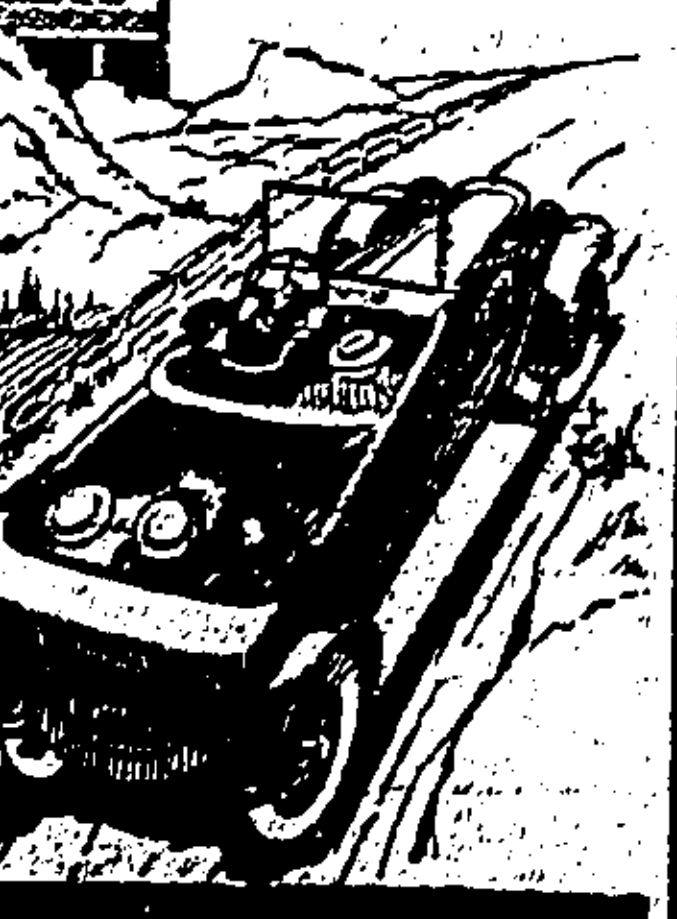
Strength and Reliability

Size of paramount importance in batteries. Both of these factors are to be found in the Columbia. For the second service they are positively unequalled.

If you need dependable current to run your car, or for any other purpose, you will find the Columbia a most reliable and economical investment.

If you are looking for current to ring bells, operate watches and signal light lanterns, use Columbia batteries. Look for the Eagle Trade-Mark. It is a guarantee of quality.

The Fabulous Spring (the "Spring") is a Columbia feature that will never wear out. It is a simple matter to replace it. Write for catalogue and details from  
**Anderson, Meyer & Co., Ltd.**  
 4 Yuen Ming Yuen Road, Shanghai.



## NOTICE.

**Yorkshire Insurance Co., Limited.**  
 ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

**SHEWAN, TOMES & CO.**  
 AGENTS.

理代泰豐華  
 A Finer Milk Food for Infants. Invalids and Nursing Mothers cannot be Obtained.  
 A large consignment just to hand. Prices very moderate.



**LACTOGEN**  
 THE NATURAL MILK  
 INFANTS' FOOD

**SHIU FUNG TAI & Co.**  
 Agents:  
 For Hongkong and South China  
 No. 47 & 48, Connaught Road Central, Hongkong.  
 Telephone Nos. 1219 & 2230.

**RAMSAY & CO.**

WE HAVE A LARGE SELECTION OF TYPEWRITERS IN STOCK AND SOLICIT YOUR KIND INSPECTION.

WE SPECIALISE IN TYPEWRITER REPAIRS WHICH ARE EXECUTED BY EXPERT MECHANICS.

WE ARE IN THE BEST POSITION TO SUPPLY TYPEWRITER REQUISITES. SEND US YOUR ORDERS FOR RIBBONS CARBON PAPER, ETC.

**EXCHANGE.**

SELLING.

T/T Demand	4/14
30 d/s	4/11 1/16
60 d/s	4/13 1/16
4 m/s	4/11 1/16
T/T Shanghai	Nom.
T/T Singapore	172
T/T Japan	167
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	83 1/2
& New York	84 1/2
T/T Java	218 1/4
T/T Mark	Nom.
T/T France	6.80
Demand, Paris	—

**BUYING.**

4 m/s. L/C	4/1 1/4
4 m/s. D/P	4/2
6 m/s. L/C	4/2 1/4
30 d/s. Sydney and Melbourne	4/2 1/4
30 d/s. San Francisco & New York	84 1/2
4 m/s. Marks	Nom.
4 m/s. France	7.00
6 m/s. France	7.06
Demand, Germany	—
Demand, New York	83 1/2
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	173
Demand, Singapore	172
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	4.90 Nom.
Gold leaf per Tael	35.40
Bar Silver, per oz	forward

**SUBSIDIARY COINS.**

DISCOUNT PER	100
H'kong 50 cts. sub.	92 1/2 pm.
" 10 "	92 3/4 pm.
" 5 "	93 1/4 pm.

## NOTICE.

**G. R.**

All persons, with the exception of those of Chinese race, desiring to leave the Colony for places other than Canton, West River or Macao should apply in person for permission to do so at THE PASS OFFICE, POST OFFICE BUILDING between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

## THE HONGKONG &amp; SOUTH CHINA WAR SAVINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

**THE UNION INSURANCE SOCIETY OF CANTON, LTD.**  
 Honorary Secretaries & Treasurers.  
 Hongkong, 15th January 1919.

## PEAK TRAMWAYS CO., LTD

# TIME TABLE.

## WEEK DAYS.

1.00 a.m. to 8.00 a.m.	8.00 a.m. to 1.00 p.m.	1.00 p.m. to 5.00 p.m.	5.00 p.m. to 10.00 p.m.
1.00	- to 8.00	-	- 10 min
1.10	- to 8.10	-	- 15 min
1.20	- to 8.20	-	- 15 min
1.30	- to 8.30	-	- 15 min
1.40	- to 8.40	-	- 10 min
1.50	- to 8.50	-	- 15 min
2.00	- to 9.00	-	- 15 min
2.10	- to 9.10	-	- 15 min
2.20	- to 9.20	-	- 15 min
2.30	- to 9.30	-	- 10 min

## NIGHT CARS.

8.50 p.m.	9.00 p.m.	9.20 p.m.	9.30 p.m.	to 11.40 p.m.	every 30 minutes	11.45 p.m.	to
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## SATURDAY EXTRA CARS.

### 12.00 midnight.

### SUNDAYS.

2.00 a.m.	2.00 a.m. to 10.30 a.m.	10.30 a.m. to 5.00 p.m.	5.00 p.m. to 10.00 p.m.
2.00	- to 10.30	-	- 10 min
2.10	- to 11.00	-	- 15 min
2.20	- to 11.10	- noon	- 15 min
2.30	- noon	- to 1.00 p.m.	- 15 min
2.40	- 1.00 p.m.	- to 5.30	- 15 min
2.50	- 5.30	- to 6.00	- 10 min
3.00	- to 6.30	-	- 15 min
3.30	- to 6.00	-	- 10 min

## NIGHT CARS.

As on Week Days.

## SPECIAL CARS.

By arrangement at the Company's Office.

Alexandra Buildings, Dover Road, Dover.



